

Memorandum

To: Parsons Brinckerhoff Quade & Douglas

From: P&D Environmental Services

Date: August 15, 2003

Subject: California High-Speed Train Program EIR/EIS Potential Property Impacts
Technical Evaluation

This memorandum evaluates the potential property impacts of the California High-Speed Train (HST) program, Modal and No Project/No Action Alternatives. Impacts to property would occur due to additional right-of-way needed to accommodate the new or expanded air, rail or highway transportation facilities being considered in the various alternatives. The objective of this evaluation is to describe the effects of alternatives in terms of the potential displacement of established properties within the five study regions and provide analysis of the overall alignment impacts.

AFFECTED ENVIRONMENT

The Study Area for potential property impacts from rail and highway improvements is defined as a 100 feet from centerline reflecting potential right-of-way requirements. For airport improvements, the study area was defined by the area covered by potential expansion needs that extended beyond the airport boundary. Detailed descriptions of existing land use are provided in supporting Local Area Growth, Development, Planning, Land Use, Socioeconomic and Environmental Justice Technical Reports that were prepared for each of the five regions. The descriptions provided below give a broad brush sense of the areas traversed by the project alternatives under consideration.

Bay Area-to-Merced Region

For most of the northern part of the region, the highway (US-101, I-80, I-880 and I-152) and rail corridors utilized by the Modal and HST alternatives are existing transportation corridors surrounded by the built-up urban areas that they serve. Adjacent land uses are a mix of residential, industrial, commercial and other urban oriented uses. Industrial uses are concentrated around San Francisco International Airport (SFO) off US-101, Norman Y. Mineta San Jose International Airport (SJC), and Oakland International Airport (OAK). SFO and OAK are adjacent to San Francisco Bay. Commercial and residential uses are located to the southwest of SJC. The southern part of the US-101 corridor includes some agricultural uses and rangeland. The segment of SR-152, between US-101 and I-5, passes through the Diablo Mountain Range and continues

through Pacheco State Park, Cottonwood Creek Wildlife Area and other open space, wildlife and recreational areas. East of I-5, agriculture and rangeland uses are prevalent. HST options pass through the Diablo Mountain Range north of or through Henry Coe State Park and north of the Andersen Reservoir. HST options routed farther south, pass through or by Gilroy through primarily agricultural lands.

Sacramento-to-Bakersfield Region

In this region the existing land uses along the potential routes of the Modal and HST Alternatives are predominantly agricultural, reflecting the Greater Central Valley's heritage as one of the richest, most productive agricultural regions in the world. Much of the land within the study area along the Sacramento to Bakersfield region highways and rail corridors proposed for improvements is cropland and orchards. Residential development comprises less than 10 percent of the land area, while commercial/service/ industrial uses together account for less than 10 percent. Development is focused in and around existing cities and towns where residential, commercial and industrial uses are concentrated. Beyond city limits, land uses are predominantly agricultural, with scattered rural residences, small towns, and warehouse-style industrial development along the rail and highway corridors used by the Modal and HST Alternatives. Between Sacramento and Stockton, the easterly CCT alignment traverses more rural lands than the UP. Between the Stockton and Modesto, while much of this area is agricultural in nature, there are large residential tracts and smaller commercial areas along the UP and, to a lesser extent the BNSF alignment. South of Modesto to Merced, compared to the UP alignment, the HST route following the BNSF would be predominantly agricultural. In the vicinity of Merced Airport are a variety of government uses, numerous ranchettes, and rural residential of agricultural uses.

South of the City of Merced, the land uses once again mirror the predominant land use in this area of the valley – fragmented agricultural lands with scattered residences and a few small towns. As the alignment approaches the Fresno urban core, residential uses dominate the landscape to the east and a mix of light industrial, heavy commercial, and open space line the stretch on the western side. Past industrial uses on the south side of Fresno, development becomes sparser, giving way to scattered rural residences and agricultural uses. Continuing into Tulare County, the various routes pass through farmlands, and by the Pixley National Wildlife Refuge and the Colonel Allensworth State Historic Park. South of these uses, all the way into Bakersfield, agriculture is the predominant land use, with the small towns the only exceptions. Approaching Bakersfield the alignments continue into the dense urban environment. At Bakersfield Airport, light industrial and heavy commercial uses line SR-99 with agricultural uses to the west.

Bakersfield-to-Los Angeles Region

The Bakersfield-to-Los Angeles Region Study Area consists of three distinct sub-regions. The northerly portion of the study area, extending from Bakersfield south to the northerly toe of the mountains, is largely agricultural until entering the suburban mix of land uses in southern Bakersfield. The central portion of the study area crosses the mountains and is characterized by rugged and largely undeveloped land. Much of this area is in National Forest, and some is used for rangeland. A portion of the central segment passes through the high desert suburban communities of Palmdale and Lancaster. In the Santa Clarita area some areas abutting the Modal and HST Alternatives are designated Significant Ecological Areas. The southern portion, extending from Sylmar to Los Angeles Union Station (LAUS), is an older, highly urbanized area. It is characterized by a broad mix of residential, commercial, industrial and public/institutional land uses. Burbank-Glendale-Pasadena Airport is located within this urban context.

Los Angeles-to-San Diego via Inland Empire Region

Existing land use within the Union Station to March ARB section of the study area is characterized as largely developed. The major land use within this area is low-density residential and combined residential uses, which comprise nearly 35 percent of the area adjacent to I-10 freeway. Industrial uses

predominate along the railroad alignments under consideration for HST. Transportation and utility uses are present in or adjacent to both rail and freeway rights-of-way. Vacant land and commercial uses are also present. Unique to the HST segment that loops through San Bernardino is that the majority of the surrounding land use is low-density residential. Industrial uses and vacant land compose the next highest concentration.

Half of the segment between March ARB to Mira Mesa lies within Riverside County, and the other half is in San Diego County. Vacant land is the largest land use in the Riverside County portion of this segment, with agricultural use second. Within the southern section, vacant land also makes up the largest portion. Residential uses comprise the next highest land use, followed by agricultural uses. Transportation and utility uses define the land dedicated to the I-15 and I-215 corridors.

The variety of land uses along the corridor between Mira Mesa and San Diego reflects the generally suburban nature of northern San Diego in addition to the urban character of the City. Other than transportation-related uses, parks, undeveloped land, commercial, office and military uses comprise the largest areas. Light industry and Institutional uses are found along the Miramar Road HST segment.

Los Angeles to San Diego via Orange County (LOSSAN) Region

This region is largely urbanized with the exception of the undeveloped expanse of Camp Pendleton, between the cities of San Clemente and Oceanside. The major existing land uses within the Modal Alternative study area include single family residential, transportation and utilities and community parks.

The HST segments evaluated are Union Station to Anaheim and LAX to Union Station. The major existing land uses that fall within the study area for these HST options are single family residential, low-intensity industrial, and transportation and utilities.

A third HST option exists between Union Station and Irvine along the existing LOSSAN rail corridor. The LOSSAN rail corridor and station locations encompass a variety of existing land uses. The existing land uses within this study area primarily consist of single family residential, community parks, and low-intensity industrial.

REGULATORY REQUIREMENTS AND METHODS OF EVALUATION

Regulatory Setting

The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended, and the State of California Relocations Act (Chapter 16, Section 7260 et seq. of Government Code) provide that where private property is acquired for public use and a business or resident is displaced certain relocation services and payments would be made available. The federal Uniform Relocation Assistance Act requires that comparable, decent, safe, and sanitary replacement housing that is within a person's financial means be made available before that person is displaced. Ideally, a comparable home would be located in the same community of the displaced home in order to lessen the disruption to the residents. Equitable and uniform treatment of persons and businesses that are displaced is required.

Methods of Evaluation

The analysis of potential property impacts is based on the types of land uses adjacent to the particular alignment, the amount of right-of-way potentially affected by the construction type and the land use

sensitivity to potential impacts and was ranked “high”, “medium”, or “low” as summarized in Table 1 (tables are included at the end of the text of this memorandum). The results of the property analysis were summarized in terms of linear miles at each impact level.

The study area was characterized by its density of development. Densities of structures, buildings and other elements of the built environment are generally higher in urbanized areas

. “Rural/Suburban” residential refers to Low density, single-family homes. “Suburban/urban” is medium density, multi-family housing such as townhouses, duplexes, and mobile homes; and “Urban” residential refers to high-density multi-family housing such as apartment buildings.

“Rural developed” non-residential uses typically occur in non-urbanized areas and often include developed agricultural land such as vineyards and orchards. “Suburban industrial/commercial” refers to medium density non-residential uses include some industrial uses, and transportation, utilities, and communication facilities. “Urban business parks/regional commercial” refers to non-residential uses that occur in urbanized areas and include such uses as business parks, regional commercial facilities and other mixed use/built-up uses. “Non-rural undeveloped land” includes cropland, pasture, rangeland and barren land. The classification of development types was based on land use information provided by the planning agencies in each of the study regions.

ENVIRONMENTAL CONSEQUENCES

Statewide Comparison of Potential Impacts

Existing Conditions (Baseline 2003) v. No Project/No Action (2020)

Overall, the improvements that comprise the No Project/No Action Alternative are physically limited and largely contained within existing rights of way, as they are defined in the State Transportation Improvement Program, Regional Transportation Plans, Airport Master Plans and intercity passenger rail plans. They are expected to have low potential for impacts to property relative to existing conditions. Right-of-way acquisition associated with some transportation improvements under the No Project/No Action Alternative, such as the expansion of existing facilities and the construction of new facilities, could result in property impacts in the Bay Area-to-Merced Region and the Los Angeles-to-San Diego via Orange County (LOSSAN) Region. Future project-specific environmental analyses would be required to identify the extent of these potential effects. In the Sacramento-to-Bakersfield Region, the Bakersfield-to-Los Angeles Region, and the Los Angeles-to-San Diego via Inland Empire Region, the No Project/No Action Alternative is not anticipated to have substantial property impact potential.

Although the potential for impacts would be low, it is anticipated that collectively the various programmed and funded improvements would have impacts, many of which will require mitigation measures to reduce the effects.

No Project/No Action Alternative (2020) v. Modal and HST Alternatives (2020)

Due to additional right-of-way requirements to accommodate new and expanded facilities, potential property impacts would be substantially greater under both the Modal and HST Alternatives compared to the No Project/No Action Alternative. Potential property impacts are expected to be substantially greater under the Modal Alternative compared to the HST Alternative. In urban areas, highways are generally more constrained by denser development, including residential uses, than railways. Therefore, their expansion would be more likely to affect uses that would have a high potential for adverse impacts. Highways in urban areas also utilize most, if not all of their existing right of way and would require additional right of way for expansion.

As shown in Table 2, under the Modal Alternative, 309 miles of highway alignment (20 percent of total highway alignment length) would affect high impact land uses and 289 miles of alignment (19 percent of total highway alignment miles) would affect medium impact land uses. Figures 1 to 12 graphically illustrate the type (low, medium and high) and location of potential property impacts under the Modal and HST Alternatives (figures follow the tables in this memorandum). The potential impacts are primarily due to additional right-of-way requirements for expansion of existing facilities. The high and medium potential impacts are generally concentrated in and around the more urbanized areas. In addition, property impacts due to airport expansion under the Modal Alternative could affect over 700 acres of high impact land uses and over 1,000 acres of medium impact land uses.

Under the HST Alternative, between 53 and 88 miles of rail alignment and station locations (7 to 11 percent of total alignment miles) would affect high impact land uses, and between 92 and 145 miles of track alignment and station locations (11 to 17 percent of alignment miles) would affect medium impact land uses. Commercial and industrial uses are typically located along railways, and residential development is buffered from the railroad by these uses. Therefore, the HST Alternative is less likely to affect development with a high potential for property impacts than the Modal Alternative. Also, several of the rail corridors under consideration can be expanded within the existing right of way and would not require additional right of way.

Given the potential cost associated with property acquisition and residential and non-residential relocation, this is a key differentiator between the Modal and HST alternatives.

Comparison of Modal and HST Alternatives by Region

Bay Area-to-Merced

Under the Modal Alternative, the highest potential for property impacts due to highway improvements would occur primarily in urbanized and built-up areas. The more developed areas along US-101 between San Francisco and San Jose, I-80 between Sacramento and Oakland and the majority of I-880 from Oakland to San Jose would experience the highest impacts. In these locations, the existing facility is built out to the edge of the right of way, expansion of these facilities would require additional right of way and would have a greater potential for impacting the adjacent, dense development. The lowest potential for property impacts would occur in areas where the densities of development are lower such as I-580 west of I-5, SR-152 and US-101 south of the San Jose area. As indicated on Table 3, the overall alignment impact along US-101 corridor, I-880 corridor and the I-80 corridor would be "high". The overall alignment impact along SR-152 corridor and I-580 corridor would be "low". In addition, expansion of San Jose and Oakland Airports could affect 158 acres of high impact land uses and 531 acres of medium impact land uses (see Table 4).

For the HST Alternative, the San Jose to Merced alignment options would require new right-of-way. However, since these alignments would traverse areas with agricultural or open space land uses, they would be expected to have a low potential for property impacts to homes or buildings. Areas of high potential property impact would be expected in built-up locations where the alignments would be located adjacent to the existing transportation corridor or in a new corridor. This would occur along the San Francisco to San Jose segment, south of the Fourth and King Station, in San Francisco, along the existing Caltrain corridor and north of the San Jose Station on the I-880 alignment. As indicated on Table 3, the overall impacts along the San Jose to Merced Alignment, San Francisco to San Jose Alignment and the Oakland to San Jose Alignment would be "low" because the rail improvements would be contained within existing right of way or in new corridors that are in tunnels or would transverse open space.

Sacramento-to-Bakersfield

Under the Modal Alternative, the highest potential for property impacts due to highway improvements would occur in the urbanized areas along I-5 and SR-99 in the vicinity of the cities of Sacramento, Stockton, Modesto, Merced, Fresno and Bakersfield. More specifically, there is a high and medium potential for property impacts on I-5 and SR-99 in the Sacramento area and on I-5 between Sacramento and Stockton. The majority of the high impact areas include the portion of SR-99 between Sacramento and Merced. Other areas of potentially high property impacts include areas further south on SR-99 from SR-152 to Bakersfield. The lowest potential for property impacts would occur in less developed and rural areas along I-5 and SR-99. Although this region would experience some high and medium property impacts, due to the large majority of agricultural land uses in this region, overall alignment impacts would be "low". Property impacts from the expansion of Sacramento Airport would be limited to low impact land uses (see Table 4).

Under the HST Alternative, areas of potentially high property impacts would occur in the vicinity of urbanized areas where the alignments would be located adjacent to an existing transportation corridor. Between Sacramento and Stockton, the easterly CCT alignment traverses primarily rural lands resulting in a low property impact potential. However, there is a small section of this corridor segment approximately 10 miles south of the Power Inn Road Station that would result in a high potential for property impacts. The Power Inn Road Station is located adjacent to an existing corridor and would result in a medium potential for property impacts. Although this segment of the alignment would experience some high and medium property impacts, due to the large majority of agricultural land uses in this region, overall alignment impacts would be "low".

Other areas of potentially high and medium impacts are located between Stockton and Merced along both the UP and BNSF alignments. These impacts are due to new alignments impacting existing development and alignments located adjacent to existing corridors but outside the existing right-of-way, thereby, impacting existing development. The Stockton to Modesto and Modesto to Merced segments of the alignment would result in an overall "low" alignment impact. However, the impact along the UPRR (B1) (main) corridor would be "high" due to its vicinity to urbanized areas where the alignments would be located adjacent to an existing transportation corridor. The alignments from Merced to Fresno mainly traverse agricultural land and, therefore, the potential to impact property is low and the overall alignment impacts would be "low". Potential impacts to property along the UP and BNSF alignments directly north of the Fresno Downtown Station and continuing south to Bakersfield would be considered high to medium due to new alignments and being located adjacent to an existing corridor. However, the overall alignment impacts from Fresno to Bakersfield would be "low".

Bakersfield-to-Los Angeles

Under the Modal Alternative, for the Bakersfield-to-Los Angeles Region, the highest potential for property impacts due to highway improvements would occur primarily in urbanized areas. The Bakersfield to Sylmar portion of this region is largely agricultural and the potential for property impacts would be low. Alignments in this segment also traverse the mountains with largely rugged and undeveloped land. In addition, alignments in this segment cross the high desert including the communities of Palmdale and Lancaster. Although this segment passes through these communities, much of the land uses remain rural. The potential for property impacts in this area would also be low and the overall alignment impacts in this region would be "low". There are portions of the Modal Alternative, along I-5, which traverse urban development and therefore impacts to property would be medium to high in these areas. The portion of the Bakersfield-to-Los Angeles region south of Sylmar to Los Angeles contains the greatest potential for medium to high property impacts. As indicated on Table 3, the overall alignment impact along I-5: I-405 to Burbank, the I-5: Burbank to LA Union Station and the I-5: LA Union Station to I-10 alignments would be "medium" and the overall alignment impact along I-5 and SR-110, LAUS-Existing South and LAUS-Existing: East alignments would be "medium". The overall alignment impact for the remainder of the alignments within this region would be "low". In addition, expansion of Burbank Airport could affect 107 acres of high impact land uses and 347 acres of medium impact land uses (see Table 4).

Under the HST Alternative, much of the portion of I-5 and SR-58/SR-14 alignments would require new right-of way. A large majority of these alignments traverse areas with open space or agricultural land uses and would be expected to have a low potential for property impacts. There are portions along these alignments, that pass through urbanized areas and would therefore have a medium to high potential for property impacts. However, the potential for property impacts in this area would be low and the overall alignment impacts in this portion of the Bakersfield-to-Los Angeles region would be "low". The Sylmar to Downtown Bakersfield portion of this region includes the Burbank-Glendale-Pasadena Airport and the land uses became a mix of suburban uses. The Metrolink/UPRR: Sylmar Station North would experience a "high" alignment impact while the remaining stations and corridors would experience a "low" alignment impact. The Downtown Burbank-to-Los Angeles portion of this region would experience the greatest potential for medium to high property impacts due to the developed and urbanized nature of this area. As indicated on Table 3, the overall alignment impact along I-5: Glendale corridor and the East Connection alignment would be "high" and the overall alignment impact along Metrolink/UPRR: Overall I-5 and SR-110, LAUS-Existing South and LAUS-Existing: East alignments would be "medium". The overall impacts for the remainder of the alignments within this region would be "low".

Los Angeles-to-San Diego via Inland Empire

Under the Modal Alternative, the highest potential for medium to high property impacts occurs in the developed areas from Los Angeles to the San Bernardino (along I-10) and south of the I-10 along I-215. The Union Station to March ARB corridor contains the greatest potential for medium to high property impacts. These impacts are due to residential, commercial and industrial land uses. As shown in Table 3, the overall alignment impact along this segment would be "medium". The alignments from March ARB to Mira Mesa consist of vacant and agricultural land, as such; property impacts to those land uses would be low and the overall alignment impact in this area would be "low". The alignments from Mira Mesa to San Diego experience an increase in urban development as such the potential for property impact increases in the area. The over alignment impact along this segment would be "high". In addition, expansion of Ontario Airport could affect 7 acres of high impact land uses and 132 acres of medium impact land uses (see Table 4).

Under the HST Alternative, the major land uses between Union Station and March ARB Station consist of low-density residential. In addition, much of the alignment would be adjacent to the existing corridor in this section and therefore it is expected to result in mostly high and some medium property impacts. As shown in Table 3, the overall alignment impact along this portion of the Los Angeles-to-San Diego via Inland Empire region would be "medium". The alignment from March AFB Station to Mira Mesa Station primarily consists of open space; therefore, potential property impacts would be low and the overall alignment impact in this area would be "low". However, there are several areas located adjacent to existing corridors and the new alignments would create a potential for medium to high property impacts. The alignments between Mira Mesa Station and Downtown San Diego Station and the Qualcomm Stadium Station experience an increase in urban development, resulting in the potential for medium to high property impacts. The overall alignment impact along I-5 to the Coast via Miramar Road and I-15 to Qualcomm Stadium would be "low". The alignment impact for I-15 to the Coast via Carroll Canyon would be "medium".

Los Angeles-to-San Diego via Orange County (LOSSAN)

Under the Modal Alternative, the highest potential for property impacts due to highway improvements would occur primarily in developed, urbanized areas. The LOSSAN region is primarily urbanized consisting of residential, commercial and industrial land uses. High to medium property impacts are anticipated along I-5 from Union Station (Los Angeles) to Irvine. As shown in Table 3, the overall alignment impact along this segment of the LOSSAN region would be "medium". High to medium property impacts are expected along I-5 from Irvine to Oceanside. However, the Camp Pendleton area along I-5 is undeveloped and the alignment in this area would have a low property impact. The overall alignment impact along this segment would be "low". High to medium property impacts are also expected along I-5 from Oceanside to San Diego and the

overall alignment impact would be "medium". In addition, expansion of San Diego Airport (Lindbergh Field) could affect 438 acres of high impact land uses and 9 acres of medium impact land uses (see Table 4).

Under the HST Alternative, no more than 2 miles of rail alignment and station locations (one percent or less of total alignment miles in the HST Alternative for the Los Angeles-to-San Diego via Orange County region) would have a high potential for property impact and no more than 2 miles of alignment and station locations (one percent or less of alignment miles in the HST Alternative for the Los Angeles-to-San Diego via Orange County region) would have a medium potential for property impacts. The impacts occur primarily in the vicinity of the LAX Station, Anaheim Station, and San Juan Capistrano Station and between Solana Beach Station and University Town Center Station. These impacts would be due to new alignments within this region. As shown in Table 3, the overall alignment impact along this portion of the LOSSAN region would be "low". The potential for property impacts is minimized with the HST alternative because the design options utilize the existing right of way. Similarly, the conventional rail alternative would also minimize potential property impacts.

Table 1
Levels of Potential Impacts to Property

Facility Requirements	Type of Development						
	Residential Development			Non-Residential Development			Rural Non-Developed
	Rural /Suburban	Suburban / Urban	Urban	Rural Development	Suburban Industrial / Commercial	Urban Business Parks / Regional Commercial	Low Density (e.g. cropland, pasture, rangeland, barren land)
No additional ROW needed (also applies to tunnel sections for HST train alternative)	Low Potential	Low Potential	Low Potential	Low Potential	Low Potential	Low Potential	Low Potential
Widening of existing ROW required	Medium Potential	Medium Potential	High Potential	Low Potential	Medium Potential	High Potential	Low Potential
New Corridor (new ROW required – includes aerial and at-grade arrangements)	High Potential	High Potential	High Potential	Medium Potential	Medium Potential	High Potential	Low Potential

Table 2
POTENTIAL PROPERTY IMPACT LEVELS BY CENTERLINE MILES
MODAL AND HSR-ALTERNATIVES

Region	Modal Alternative - Highway Components			HSR-Alternative					
				Low Range			High Range		
	Medium Impact	High Impact	Total Length	Medium Impact	High Impact	Total Length	Medium Impact	High Impact	Total Length
Miles of Centerline									
Bay Area to Merced	54	140	351	4	3	240	9	11	201
Sacramento to Bakersfield	92	52	625	23	20	330	67	25	334
Bakersfield to Los Angeles	24	13	223	4	4	109	15	15	135
Los Angeles-Riverside-San Diego	44	44	121	35	28	148	54	37	165
Los Angeles-Orange-San Diego	75	59	208	-	-	119	2	2	133
Total	289	309	1,527						
via Riverside				65	55	826	145	88	835
via Orange				30	27	798	92	53	803

continued

Table 2
POTENTIAL PROPERTY IMPACT LEVELS BY CENTERLINE MILES
MODAL AND HSR-ALTERNATIVES

Region	Modal Alternative - Highway Components			HSR-Alternative					
				Low Range			High Range		
	Medium Impact	High Impact	Total Length	Medium Impact	High Impact	Total Length	Medium Impact	High Impact	Total Length
Percent Miles of Centerline									
Bay Area to Merced	15%	40%		2%	1%		5%	5%	
Sacramento to Bakersfield	15%	8%		7%	6%		20%	8%	
Bakersfield to Los Angeles	11%	6%		4%	3%		11%	11%	
Los Angeles-Riverside-San Diego	37%	36%		23%	19%		33%	22%	
Los Angeles-Orange-San Diego	36%	28%		0%	0%		1%	1%	
Total	19%	20%							
via Riverside				8%	7%		17%	11%	
via Orange				4%	3%		11%	7%	

Source: Parsons Brinckerhoff Quade & Douglas, Inc.; P&D Environmental Services.

Table 4
Summary of Potential Property Impacts from
Airport Development Under the
Modal Alternative

Airport	Impacted Land Use Category				Impact
	Low	Medium	High	Total	
Acres					
Sacramento	675	-	-	675	
Oakland	0.2	9	1	10	
San Jose	23	522	157	702	
Fresno	-	-	-	-	
Burbank	-	347	107	453	
Long Beach	-	-	-	-	
Ontario	345	132	7	485	
San Diego	45	9	438	493	
Percent Acres					
Sacramento	100%	0%	0%	100%	low
Oakland	2%	88%	9%	100%	medium
San Jose	3%	74%	22%	100%	medium
Fresno					low
Burbank	0%	76%	24%	100%	medium
Long Beach					low
Ontario	71%	27%	2%	100%	low
San Diego	9%	2%	89%	100%	high

Source: Parson Brinckerhoff Quade & Douglas; P&D Environmental Services.